

THE STATE OF MARYLAND

AND ITS ADVANTAGES FOR IMMIGRANTS,
ESPECIALLY

FARMERS, MANUFACTURERS

—AND—

CAPITALISTS.



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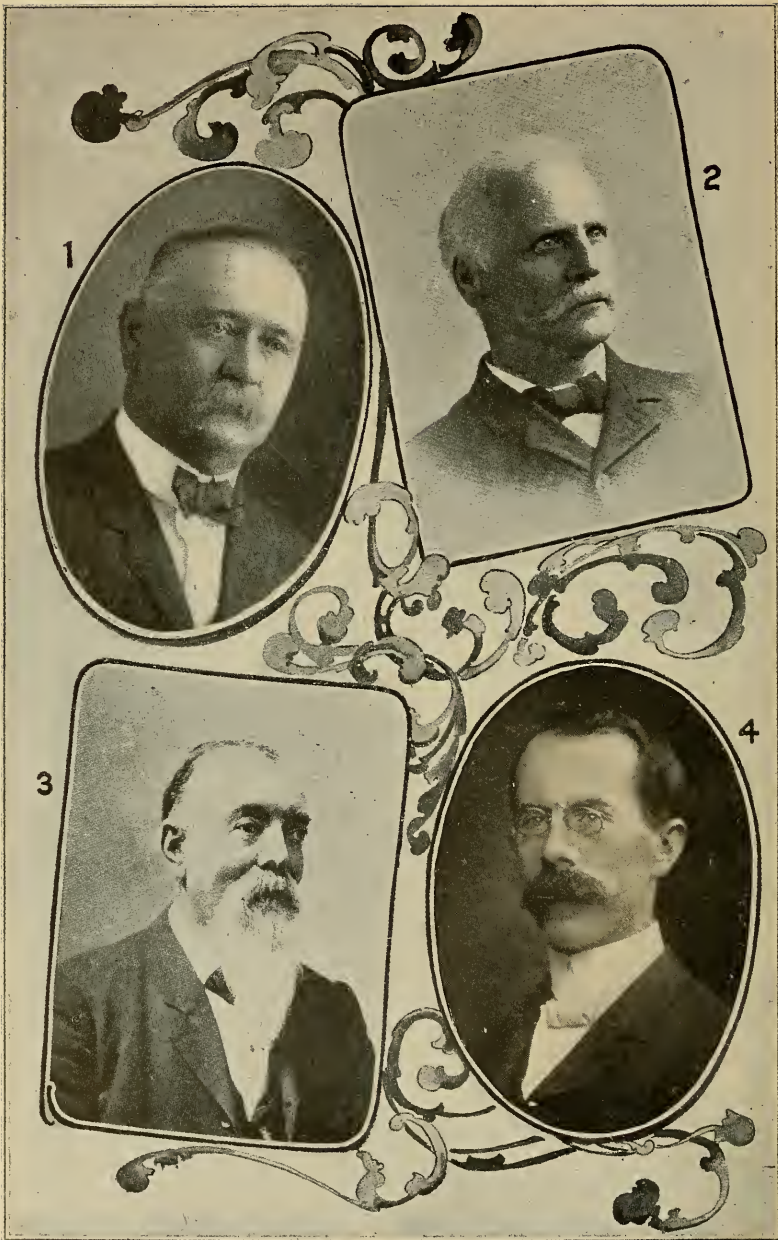
THE STATE BUREAU OF IMMIGRATION,

319 N. CHARLES STREET,

BALTIMORE, MARYLAND, U. S. A.

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STATE OF MARYLAND.



BUREAU OF IMMIGRATION,

BALTIMORE, MARYLAND,

U. S. A.

1908

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A HOME IN ANNE ARUNDEL COUNTY



COUNTRY RESIDENCE IN BALTIMORE COUNTY



PREFACE

During many generations the struggle for existence has induced millions of men in all parts of Europe, and among them many of the most energetic and enterprising of their nationality, to give up their calling and homes in the over-populated Old World and turn their thoughts to other and younger parts of the globe, as the surest and best means of bettering their fortunes and providing a future for their children such as the old country has ceased to afford.

Of all trans-oceanic countries, North America has always been, and still is, the land of predilection for the immigrant. The reasons for this are manifold and obvious. In the first place, the relatively short distance and, therefore, cheap transportation from Europe to America (considerably shorter than to any other country), is an important feature, especially for men with families. Then there is no other country that possesses such a variety of soil, climate, products or population as that of the northern half of America. It can truthfully be said that every man who sets foot on the shores of this country, no matter from what part of Europe he may come, can find here his native soil, the scenery with which he has been familiar since his youth, people who speak his language and among whom he will feel at home.

Another great advantage which could not fail to attract immigrants is that this is at the same time a new country, where vast quantities of land of all kinds, of forests, of mines, etc., can be secured almost for the trouble of working them, and that it also has all the improvements of older civilized countries. The man who settles here does not enter a waste country where he has to do everything himself in order to

make it habitable; he finds good roads, a widespread system of waterways and railroads, an almost complete system of banking and credit to help him along if he is an industrious man deserving of assistance; in short, every facility is afforded him which can make him thrive and prosper. Considering this exceptionally favorable condition of things, how is it that not all who have come to this country have prospered as they might have done; that not all of them have found it the promised land which they expected and which it might have been for them?

Because they went to the wrong places. Ill-advised through lack of proper information and allured by attractive advertisements of land backed by syndicates and railroad companies with no other object than that of securing the sale of their lands, they became an easy prey for unscrupulous agents, who persuaded them to purchase land in the inhospitable regions of the West and Northwest, which were represented to them as an earthly paradise. Then, after making the long, expensive journey, they found at the end a region where winter reigns supreme for nine months and raging heat renders the short summers almost unendurable. There beneficent rains are almost unknown; droughts, hail storms and cyclones are of frequent occurrence; and tornadoes repeatedly devastate settlements and destroy harvests. The only markets for the farm produce are miles away, with no other means of transportation—and often no other purchasers—than the railroads, upon which the people are entirely dependent and which, having no competition, can make their own prices and thus take away all of the profits of the farmers' labor and industry. Already vast numbers of the farmers who settled there years ago have grown tired of the long winters, inhospitable climate and unfavorable conditions of life; they are selling out their property and coming to the older Eastern States, many of them to Maryland, where lands are cheaper, the climate better and the

other advantages far greater than in the Northwest. These are the regions where in future the immigrant has to look for the best place in which to found his new home, where a father will look for the future of his boys.

In Europe it is generally believed that the Eastern States are densely populated, that the prices of land are high and that it is just as hard to make a living there as in any other old country. This is a mistake. There are, especially in the Southeastern States, in the immediate neighborhood of the great sea ports, vast stretches of fertile land, in a mild and sunny climate, which can be purchased at low prices, where there is quick transportation by rail and water to the great produce markets of the vicinity and of the adjoining States. If this fact has been until now little known to immigrants, it is only because no private interests were involved in booming these regions. Nor is it the purpose of this pamphlet to do so; all that we intend to do is to place before the intending emigrant the real facts, and nothing but the facts, concerning desirable locations for settlement, being fully satisfied that no other State offers so many advantages as Maryland.

With the object of furthering the interests of immigration and furnishing to immigrants all desirable information about the country, the choice of a location, etc., the Maryland Legislature established a State Board of Immigration. Anybody wishing information as to the situation and the quality of the soil of farms and lands offered for sale in the State, or concerning the resources at the command of immigrants, about the choice of a location for a settlement, the branch of industry wherein he is most likely to succeed, or the route by which he can reach his destination in the quickest and cheapest manner, is invited to apply to the State Bureau of Immigration, which will supply him with reliable information from unquestionable sources.

The Bureau is not connected with any steam navigation or railroad company or real estate syndicate; it is not interested in and does not receive any commission from the sale of land, nor does it perform any services in a business line for immigrants. Its only purpose is to furnish information, and this it does gratuitously. It will protect immigrants from imposition by land agents, if such should be attempted. Its office is a public one, and its officials are State officers, ready to guide and help all intending settlers by furnishing them the names of persons or concerns to whom they may safely apply.

All applications for information by letter, which will be cheerfully given, should be addressed to the State Bureau of Immigration, Baltimore, Maryland, U. S. A.

WILLIAM T. P. TURPIN,
Superintendent.

A. F. TRAPPE,
Secretary.



WATER SCENE IN DORCHESTER COUNTY



HOME IN SOUTHERN MARYLAND



MARYLAND

There is no State in the country that has a greater variety in its natural surroundings. No other State in the Union has, in proportion to its area, a coast line so extensive as that of Maryland, and more persons are supported in Maryland by capturing and preparing the products of the water than in any other State. It is "the land of the forest and of the rock, of the broad blue bay and mighty river," and there are fortunes in the forest and rocks and in the broad blue bay and the mighty rivers, while its genial soil responds liberally to every demand that intelligent labor can make upon it. All of the products of the temperate zone, with some of the semi-tropical fruits, are brought forth in the greatest abundance in many sections of the State. Those who wander in summer in the mountains are refreshed by its lovely scenery of wood and field. Nothing can excel its charming landscapes, and everywhere the useful is blended with the beautiful—the forest with the craig and the quarry, the rugged mountainside with the fertile slope, the rushing waters with the green pastures. Here nestles a pretty village and there a thriving town; here, a mill and there, a furnace or a factory. Down where the State is flanked by the Potomac on one side and the Delaware on the other, and where the beautiful Susquehanna makes its way into the Chesapeake Bay, the scenery is a grand panorama of luxuriant farms and orchards, of winding streams and deeply shaded woods. From the mountains to the sea, the State has been blessed by nature with all that can please the eye and command the admiration of man. To these attractions let us add those which are afforded by the presence of a refined and hospitable population, living amidst all the conveniences which a progressive age has

given it—quick transportation by rail and steamer, public and private schools without superior, churches of every denomination, the two great markets which Baltimore and Washington afford, to say nothing of the vicinity of the larger cities farther east or the smaller ones within and near the borders of the State.

The prudent man in search of a home free from the ordinary vicissitudes of the settler in a new country; the farmer who seeks a better living nearer the great markets of the East; the capitalist who would establish industries where mines and forests, railroads and rivers, and abundant labor all combine to promote his purposes, might search the whole country from ocean to ocean and he would fail to find a more desirable location than Maryland offers.

The horticultural interest of the State is every day increasing. The Horticultural Association of Maryland has a membership in almost every county in the State and numbers among its members many of the most prominent and influential citizens of the different sections of Maryland. Fruits of all varieties and of the best quality, as well as all kinds of vegetables, are grown in abundance. The number of small truck farms and fine orchards of apples, peaches, plums and small fruits is increasing every year. Southern Maryland, as well as the Eastern Shore, affords splendid opportunities to those who have a knowledge of trucking and general gardening. Flowers thrive in the open air and good markets are within easy access. Fruit growing is a very profitable occupation in Western Maryland, where cheap lands can be purchased for that purpose.

Skilled mechanics and honest laborers anxious to work can, as a rule, always find employment in some of the many industrial enterprises in Baltimore, where house rent and living are cheaper than in most of the large cities of the Union.

Information about business opportunities in the large cities of the State, as well as about cheap and desirable lands in

Maryland, will be gladly furnished by the State Bureau of Immigration and every facility afforded to buy desirable homes without paying any commission. Western settlers will find it to their advantage to make inquiry about the homes which can be purchased in Maryland.

Boundaries and Counties.

The State of Maryland is bounded on the north by the State of Pennsylvania, on the east by the State of Delaware and the Atlantic Ocean, on the south by the State of Virginia, on the west by the State of West Virginia, and has a surface of 12,210 square miles, with about 1,400,000 inhabitants.

The State is divided into 23 counties: Garrett, Allegany, Washington, Frederick, Carroll, Baltimore and Harford in the north and west; Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles and St. Mary's constitute what is called the Western Shore; and Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Somerset and Worcester form the Eastern Shore of the State. The city of Baltimore is entirely independent from the 23 counties.

Topographical Features.

The State of Maryland is divided into three regions, physically, according to elevation: the Coastal Plain, which embraces the Eastern Shore and the southern part of the Western Shore; the Piedmont Plateau and the Appalachian Region.

On the Western Shore the Coastal Plain includes the counties of St. Mary's, Calvert, Charles, Prince George's, Anne Arundel, Baltimore City and parts of Baltimore and Harford Counties.

Most of the Eastern Shore is less than 26 feet above sea level; the Coastal Plain on the Western Shore is higher. In lower St. Mary's County it frequently reaches an elevation of

100 feet not far from bay shore, which is gradually increased until it reaches 180 feet near the border of Charles. In the southern part of Calvert County is found an elevation of about 140 feet, which rises to 180 near the southern border of Anne Arundel County. In Charles, Prince George's and Anne Arundel Counties the land gradually increases in height near Washington City, which height continues northeastwardly toward Baltimore City. The navigable and most important rivers are the Potomac, Patuxent, Patapsco, Gunpowder, Susquehanna, Elk, Sassafras, Chester, Choptank, Nanticoke, Wicomico and Pocomoke.

The Piedmont Plateau borders the Coastal Plain on the west, and extends to the base of the Catoctin Mountains. It includes about 2,500 square miles, one-fourth of the area of the State. It is nearly 40 miles in width in the southern portion of the region, and broadens toward the north to 65 miles. It includes Montgomery, Howard, Carroll and Frederick Counties and the greater part of Baltimore and Harford Counties. Its elevation varies from about 250 to 1,250 feet. The principal valley is that in which Frederick City is located, which is drained by the Monocacy river and its tributaries, flowing into the Potomac on the west, and by the headwaters of the Patuxent, Patapsco and Gunpowder rivers on the east.

The Appalachian Region forms the western portion of Maryland, and comprises about 2,000 square miles, or one-fifth of the area of the State. It consists of a series of parallel mountain ranges with deep valleys, which are cut nearly at right angles by the Potomac River; many of the ranges being from 2,000 to 3,000 feet above sea level.

In the Appalachian Region the winters are, of course, more severe than on the Eastern Shore or in Southern Maryland, but the summers are most delightful; hence many popular summer resorts are to be found there, which are largely patronized by people from Baltimore, Washington, Pittsburg



RIVER FRONT IN PRINCE GEORGE'S COUNTY



WATER FRONT IN QUEEN ANNE'S COUNTY

and elsewhere. Among these may be mentioned Deer Park, Oakland, Mountain Lake Park, Blue Mountain House, Buena Vista and Blue Ridge Summit. In all the remainder of the State the weather is cool in summer and mild in winter. The climate is invigorating, and patients resort to all parts of the State, by the advice of physicians, for the improvement of their health. The Eastern Shore is recommended for persons suffering from pulmonary consumption and other diseases of the lungs, asthma, heart disease and rheumatism. Ocean City is one of the finest bathing resorts on the shore of the Atlantic Ocean.

The streams of the Western Shore have nine elevated sources and flow with greater power than those of the Eastern Shore. The Potomac River affords fine water power. It falls 230 feet from the Point of Rocks to Georgetown, a distance of 47 miles. At Great Falls, 14 miles above Georgetown, it descends from 80 to 90 feet in a distance of $1\frac{1}{2}$ miles, and the available power is estimated at 20,700 horse-power.

The Patapsco River is the most important stream for manufacturing purposes in the State, and offers many sites for factories, but so far only about 3,000 horse-power is utilized. Upon the Big and Little Gunpowder considerable power has been utilized, as is also the case with the Principio, North East and Elk rivers in the upper part of the Eastern Shore.

The Climate.

The State of Maryland glories in an exceptionally fine, healthful climate, its mildness being due chiefly to the vicinity of the Atlantic Ocean and the Gulf Stream. The winter lasts only two months, January and February. Spring is short and pleasant and is followed by a long summer with warm days and cool nights. The heat is moderated by the constant breeze from the Atlantic.

A magnificent autumn, known as "Indian Summer," follows the summer, and the farmer can work in the open air nearly all the year, giving to all parts of his work the necessary care and attention. Here he has not, as in the Northwest, to sit behind the hot stove during seven months of the year, spending what he has been able to save during the short summer.

The Western or prairie States are frequently visited by terrible cyclones or tornadoes, carrying destruction and devastation in their wake. As almost the whole State of Maryland is protected by the Allegheny Mountains, which cross the western part, such wind-storms are unknown here. The Chesapeake Bay and the large rivers, by affording a ready outlet to the sea, prevent the possibility of floods. The success of fruit-raising and trucking for the markets of Baltimore, Philadelphia, Washington, New York, Boston and Pittsburg is largely dependent upon the temperature of the nights in early spring. By the vicinity of the ocean and the great quantity of salt water in the Chesapeake Bay, Maryland is protected against the deadly frosts which destroy the farmer's products in other places.

The average annual temperature is, in the eastern part of the State, 58° F.; in the southern, 56° F.; in the north-central, 52° F.; and in the west, from 50° to 53° F.

According to the statements of many settlers who have come here from the Northwestern States during the past few years, the heat of the short summers is almost unendurable in Kansas, Nebraska, Iowa and Minnesota, the thermometer often rising to 125° F. in the shade.

Many people fear that, since Maryland lies farther south, it must be hotter here; but this is not the case. Here 90° F. in the shade is considered very hot, while the thermometer very seldom rises to 100°.

The following is an extract from the official report of the Weather Bureau, giving the highest temperature during the

last years at the various places named. It must be remembered, however, that these are, as before stated, exceptional cases.

Towns.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Annapolis	61	63	68	87	94	95	97	94	98	85	69	64
Baltimore	73	78	82	94	96	98	104	98	101	90	78	73
Cumberland	70	66	84	94	98	101	103	101	97	87	86	68
Easton	65	64	82	93	93	96	101	98	93	87	77	66
Frederick	64	63	75	92	95	99	104	99	96	86	75	66
Laurel	64	61	80	94	94	99	104	98	100	90	77	66
Pocomoke City.....	69	70	81	93	96	99	101	100	96	91	81	74
Solomons	66	67	82	88	100	99	99	98	98	89	77	65
Van Bibber.....	63	62	72	91	96	95	95	96	95	87	71	68
Westminster	60	62	82	94	99	99	103	102	98	90	74	66

The following table shows the average rainfall in the different parts of Maryland:

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Annapolis	3.2	3.6	4.3	3.9	4.7	4.0	4.8	4.6	4.7	3.8	4.3	3.4	48.2
Baltimore	3.0	3.5	4.0	3.3	4.0	3.7	4.7	4.1	3.6	3.1	3.3	3.2	43.3
Western District.....	2.4	2.8	2.8	2.2	3.6	3.2	3.6	3.7	2.8	2.7	2.6	2.8	34.6
Northern "	3.2	3.4	3.9	3.2	4.0	4.0	4.2	4.2	3.7	3.3	3.5	3.0	43.3
Southern part of West.													
Shore	2.4	3.7	3.6	3.6	4.1	2.7	4.5	3.9	2.6	3.6	2.9	2.6	40.1
Eastern Shore.....	2.8	3.4	3.7	3.5	4.4	2.9	4.8	4.1	3.0	3.5	3.2	2.5	42.0

The Cities and Towns of Maryland.

The most important cities of Maryland, exclusive of Baltimore, are grouped somewhat loosely together in that narrow strip of territory which forms the western point of the State. This strip has as its eastern boundary an imaginary line drawn from Harper's Ferry northward to Pen-Mar, and takes in Washington, Allegany and Garrett Counties, terminates at the extreme western boundary of the State. Of the three counties included in this territory Garrett contributes nothing to the list of prominent towns, but both of the other counties support cities which have long been influential factors in the commercial life of the State, and which are rapidly growing

in importance. Hagerstown, the third city in the State in population and manufactures, stands at the gateway of this western strip of territory. The county seat of Washington County, the home of several important educational institutions, and the point where several railroads cross, Hagerstown has developed rapidly. It is eighty-six miles from Baltimore and twenty-two miles from Frederick City, and is reached by the Baltimore and Ohio, Cumberland Valley, Western Maryland, and the Norfolk and Western Railroads.

The population of Hagerstown has increased with remarkable rapidity; from 10,118 people in 1890 and 13,591 in 1900, it advanced to about 16,022 persons in 1906. The progress of the town has been due in a large measure to its manufactures, although it owes much to the fact that it is the trade centre of a very rich section of the State. The 203 manufacturing establishments located there give employment to nearly two thousand wage-earners, whose toil results in the production of two and a-half million dollars worth of manufactured articles annually. The chief manufactures are the products of machine shops and factories engaged in making vehicle equipments. The city supports three daily newspapers. Williamsport, another Washington County town, is seven miles southwest of Hagerstown, which latter city it serves both as a shipping point and a feeding centre. Williamsport is on the Potomac River and the Chesapeake and Ohio Canal. It is reached by the Western Maryland and the Cumberland Railroads. While engaged to a limited extent in manufactures, its chief importance is derived from its position as a trade centre. Its population in 1906 was 1,608.

Cumberland is the largest of Maryland's secondary cities and its position of importance is made doubly secure by the support it obtains from a chain of important commercial centres, of which it forms the head. The healthy growth of Cumberland has been the outcome of the development of



RIVER FARM NEAR POCOMOKE CITY, SOMERSET COUNTY



LARGE FARM IN WICOMICO COUNTY

Maryland's rich coal lands, the city forming the natural shipping point eastward for the many miles of Allegany County. Ever since the Chesapeake and Ohio Canal was carried to this city, and the artificial waterway began performing the service for which it had been designed in floating bituminous coal to the big manufacturing cities on the Atlantic seaboard, the importance of Cumberland has been steadily increasing. Today, with nearly 20,000 inhabitants, with about three million dollars invested in manufacturing plants, and with large capital interested in the coal output of the State, the city is destined to grow constantly in importance. Situated on the Potomac River, and forming the western terminus of the Chesapeake and Ohio Canal, Cumberland is reached by the Pennsylvania, the Baltimore and Ohio, the Western Maryland and other railroads. In addition to its coal shipping industry, the city is extensively engaged in the manufacture of iron and steel, glass, brick and other like products.

Beginning at Cumberland and extending southward somewhat parallel with the boundary line between Allegany and Garrett Counties is a string of important mining towns; and these are large contributors not only to the commercial prosperity of Cumberland, but to that of the entire State. This chain of towns includes Frostburg, Lonaconing and Westernport, all of which are in Allegany County. Frostburg, seven miles west of Cumberland, is on the Cumberland and Pennsylvania Railroad. With a population of somewhat less than 5,000 people, its greatest energy is devoted to the mining of soft coal, although it contains several foundries and brick factories. Lonaconing, with a population of between 2,000 and 3,000 people, is rapidly advancing as a mining centre. The town is twenty-three miles southwest of Cumberland, and is reached by the George's Creek branch of the Western Maryland and by the Cumberland and Pennsylvania Railroads. Westernport, which forms the extreme end of the chain, is on

the Potomac River, opposite to Piedmont. It is reached by the Cumberland and Pennsylvania Railroad, and has a population of about 2,500 people. Fifty-four miles from Cumberland is Oakland, the county seat of Garrett County. This town has a population of about 1,250, is reached by the Baltimore and Ohio Railroad, and has gained fame as a summer resort. It is situated 2,700 feet above the sea level. Its chief industry is the manufacture of flour and the production of leather.

Traveling eastward from Hagerstown toward the Chesapeake Bay, and traversing portions of Washington, Frederick, Carroll, Baltimore and Harford Counties—all on the northern boundary line of Maryland—one encounters some of the richest farming districts of the commonwealth. This stretch of land supports a number of prosperous towns, some of which devote entire attention to the handling of the products of nearby farms, while others have made considerable progress as manufacturing and trading centres. The most important city in the territory between Hagerstown and Baltimore is Frederick City, the county seat of Frederick County, which occupies a commanding position in the heart of a great agricultural district. It is sixty-one miles west of Baltimore, and is reached by the Baltimore and Ohio and the York-Frederick branch of the Northern Central Railroads. With a population of slightly more than 10,000 persons, the city gives employment in its 133 manufacturing establishments to 1,131 wage-earners. The manufacturing concerns consist of tanneries, founderies, sash factories, brick works, knitting mills, creameries and brush factories. In manufactures the city ranks fourth in Maryland, and in point of population it holds the same position. Frederick City is the home seat of Frederick College (founded in 1797), of the Woman's College and of the State Deaf and Dumb Asylum.

Fifteen miles southwest of Frederick is Brunswick, a town of 2,500 inhabitants, which supports several manufacturing

establishments and a repair shop of the Baltimore and Ohio Railroad.

Westminster, the seat of government for Carroll County, is a manufacturing and educational centre, twenty-eight miles northwest of Baltimore on the Western Maryland Railroad. Its flour mills and factories, engaged chiefly in the manufacture of carriages and cigars, have advanced it to the sixth place among the manufacturing cities of the State. Western Maryland College, which is under control of the Methodist Protestant Church, has attracted to the Carroll County town a large body of educators and students who have raised a standard of intellectuality there not commonly encountered in the smaller urban centres. Then, too, the position which Westminster naturally holds as the gathering town for products of surrounding districts and the distributing point for manufactured articles required by the Carroll countians has given it prominence as a trading point. The town has a population of about 3,500 people.

Towson, the governmental seat of Baltimore County, is six miles north of Baltimore—and Ellicott City, the county seat of Howard County, is six miles west of the Monumental City, with both of which it is connected by steam and electric railway. Towson has a population of 2,700 inhabitants. It contains the Baltimore County courthouse, an attractive building of colonial architecture, and numerous attractive residential properties. Ellicott City is a quaint, old-fashioned town of 1,331 inhabitants. It is built upon a steep incline overlooking the Patapsco River; and engages in manufacturing to some little extent, the chief industries being flour and cotton mills, and stone quarries. Sparrows Point, about nine miles southeast of Baltimore, is known throughout the commercial world because of the Maryland Steel Company's works, which are nearby. The population of the place is made up almost entirely of laborers in the iron works and their families.

Sparrows Point is an ideal manufacturing town, great thought having been given by the management of the works to the comfort and health of their people. A steam and an electric railway connect the place with Baltimore.

Belair, the county seat of Harford County, is on the Maryland and Pennsylvania Railroad, twenty-four miles northeast of Baltimore. The town has a population of about 1,000, and is the trade centre for the fertile surrounding country. This section of the State is given up largely to the cultivation of vegetables and fruits, and Belair is the centre of Harford County's canning industry. Rockville, the county seat of Montgomery County, is sixteen miles north of Washington. It has a population of 1,110 and is reached by an electric and steam railroad. Hyattsville, with 1,222 inhabitants, is in Prince George's County. It is six miles northeast of Washington, with which city it is connected by an electric and steam railroad. Laurel, also in Prince George's County, is between Washington and Baltimore on the same lines. It has a population of slightly over 2,000 people, and is noted principally for its iron works, which draw upon the surrounding iron ore deposits for raw material. Upper Marlboro, the county seat of Prince George's County, has about 500 inhabitants. It is a grain, tobacco and fruit growing section, has several canneries engaged in packing vegetables and fruits, and is connected by two steam roads with Washington and Baltimore.

Annapolis, the State capital, and one of the oldest and most interesting cities in Maryland, is twenty-six miles south of Baltimore. It is on the Severn River, two miles from the Chesapeake Bay, and in the heart of the rich fruit and vegetable section of Anne Arundel County. It is reached by steamer from Baltimore, and also by two lines of railways—the Baltimore and Annapolis Short Line and the Annapolis, Washington and Baltimore. Annapolis was made the capital of the State more than two hundred years ago, or in 1694. During



RIVER FARM IN MARYLAND



SCENE ON THE PATUXENT RIVER

the greater part of Maryland's Colonial career it was the centre of both the social and the commercial life of the State. In pre-Revolutionary days it was the scene of the greatest social functions of the Province, and during the American Revolution the city played an important part in the nation's affairs. The Continental Congress held its session here for a period, and in the State House Washington resigned his commission as Commander-in-Chief of the Continental Army. The State House is the finest example of a Colonial building now extant.

The United States Naval Academy is located at Annapolis. The grounds of this institution have recently been much improved and new buildings of architectural merit have been erected. In addition to the Naval Academy, the State House and the Governor's Mansion, Annapolis contains St. John's College, founded in 1789, the new Court of Appeals Building, a modern and beautiful postoffice and some of the most attractive and famous Colonial mansions to be found in America. The city has a population of about 9,169 persons. Its manufacturing establishments do considerable business, giving employment to 244 wage-earners. The chief industries are oyster packing and the manufacture of glass and ice.

There are a number of progressive towns on the Chesapeake Bay and its navigable tributaries upon the Eastern Shore of Maryland. In the strip of land on the Western Shore which extends southward between the Chesapeake Bay and the Potomac River, the towns owe their chief claim to prominence to the fact that they are county seats. La Plata, the governmental seat of Charles County, is on the Philadelphia, Baltimore and Washington Railroad. Prince Fredericktown, fifty-five miles south of Baltimore, is the county seat of Calvert County. The town is five miles from the Chesapeake Bay, its steamboat landing being Dare's Wharf.

Leonardtown, the county seat of St. Mary's County, has a population of about 500. It is on Breton's Bay, near the

Potomac River, and fifty-five miles south of Annapolis. It has steamboat connections with Baltimore and Washington, but is not upon a railroad line.

The Eastern Shore, however, is dotted with prosperous towns and villages along the entire water line. These towns owe their growth to the fact that they are naturally the receiving points for nearly all the manufactured articles imported into their respective counties; that they are the shipping points for the products of inland farming districts; and that they are naturally the trade centres for large stretches of fertile interior country, where towns are not abundant, and such as do exist are fairly prosperous. Furthermore, these seaport towns are advantageously located for engaging in canning the products of surrounding farmlands, and they are thus given an incentive to engage in manufacturing as well as a trading business.

In the lower end of the Eastern Shore, where the peninsula is divided from east to west by the boundary line between Maryland and Virginia, there are three towns which do considerable business. Crisfield, the most important of these is in Somerset County, and is directly on the Chesapeake Bay. It has a population of 4,285, and is reached by steamers from Baltimore and by rail over the New York, Philadelphia and Norfolk line. The packing of oysters is its chief industry. Pocomoke City and Snow Hill, both on the Pocomoke River, are in Worcester County. The latter is the county seat and has a population of 1,675. It has communication with Baltimore by steamers and is reached by the Eastern Shore division of the Philadelphia, Baltimore and Washington Railroad. The town has saw, planing and flour mills, canning factories and a general trade in lumber, fruit and the products of truck farms. Pocomoke City, fifteen miles from the mouth of the Pocomoke, has a population of 2,304 inhabitants. Its industries are very much the same as those of Snow Hill. Berlin, another Worcester County town, is inland, and is on the line of the

Baltimore, Chesapeake and Atlantic; and the Philadelphia, Baltimore and Washington Railroads. It has a population of 1,436 people, and supports canning factories, veneer works and other manufacturing establishments, also fine nurseries. In the northern part of Somerset is its county seat, Princess Anne, a town of not quite 1,000 people, upon the banks of the Manokin River.

In Wicomico County, which is north of Somerset and Worcester, are Salisbury, the county seat, and Sharptown. Salisbury is a thriving port of more than 5,000 people. It is on the Wicomico River, 103 miles south of Wilmington, Delaware, with which city it is connected by the New York, Philadelphia and Washington Railroad; it is also reached by the Baltimore, Chesapeake and Atlantic Railroad. The town conducts a large shipping trade in grain, fruit and lumber, and has several manufacturing establishments engaged in the production of textiles and flour. Sharptown is twelve miles northwest of Salisbury, but is not on any railroad line. It has a population of about 1,000 people, and uses Seaford, Delaware, as its railroad station.

The next important tributary of the Chesapeake, traveling northward, is the Choptank River, which has Cambridge near its mouth, and at its head Denton. Cambridge is the governmental seat of Dorchester County. It has a population of nearly 7,000 people, who support a daily paper and engage extensively in manufacturing food stuffs. The town is connected with Baltimore by steamers and is also reached by the Philadelphia, Baltimore and Washington Railroad. Fish, oysters and lumber are exported on a large scale, while the canning establishments consume a large quantity of the fruit and vegetables grown in the surrounding territory. Denton, the county seat of Caroline County, has a population of not quite 1,000 people. It is engaged in manufacturing to a limited degree, though chiefly for local consumption. The

town is connected with Baltimore by steamers and the Maryland, Virginia and Delaware Railway.

Talbot County has two important seaports: Easton, the county seat, which has a population of 4,019, and St. Michaels, with 1,043 inhabitants. Easton is about fifty miles south-southeast of Baltimore, and is reached either by bay steamers or the Philadelphia, Baltimore and Washington and the Baltimore, Chesapeake and Atlantic Railroads. The town contains mills, canning establishments, furniture and shirt factories, and is the trading centre for the surrounding grain and fruit growing district.

Queen Anne's, the next county, has as its northern boundary the Chester River, and on the southern bank of this body of water are two important Queen Anne's towns—Centreville, the county seat, and Queenstown—also two thriving towns of Church Hill and Sudlersville, while on the northern bank is Chestertown, of Kent County. Centreville is thirty-six miles southeast of Baltimore, with which city it is connected by bay steamers; and it is also reached by the Philadelphia, Baltimore and Washington and the Queen Anne's Railroads. The population is 1,500. A number of manufacturing establishments are located in the town. Queenstown is engaged in shipping and packing fruits and oysters. It is on the Queen Anne's Railroad and is reached from Baltimore by steamers. Chestertown is at the head of navigation of the Chester River. It has a line of steamers connecting it with Baltimore, and is also reached by the Philadelphia, Baltimore and Washington Railroad. Chestertown is the county seat of Kent, and has a population of 3,271 people. It is the seat of Washington College, established in 1782, and supports numerous manufacturing establishments, consisting chiefly of canning establishments and paper mills.

At the head of the Chesapeake, either directly on the Bay or on one of its tributaries, are four towns of some importance,



PEACE AND PLENTY IN CECIL COUNTY



OYSTER SHORE IN DORCHESTER COUNTY

all connecting with Baltimore by steamer. Three of these, Chesapeake City, Elkton and Port Deposit, are in Cecil County. Chesapeake City, a town of 1,183 inhabitants, is at the Maryland entrance to the Chesapeake and Delaware Canal. Elkton, the county seat, is at the head of navigation on the Elk River. It has a population of 2,698 persons and is reached by the Philadelphia, Baltimore and Washington Railroad. The city has a number of manufacturing establishments, including iron foundries, ship yards, flour mills, machine shops, pulp mills, and fertilizer factories. Port Deposit is on the Susquehanna River, five miles from its mouth, and forty-one miles northeast of Baltimore. It engages extensively in the transshipping of lumber and is the shipping point for valuable granite taken from nearby quarries. It is the seat of the Jacob Tome Institute, one of the leading schools of its kind in the country. Havre de Grace, in Harford County, on the Western Shore, is at the mouth of the Susquehanna. It is the fifth manufacturing city of the State and gives employment to 674 wage-earners. Its principal industries are canneries, flour and lumber mills, sash factories, textile works, and trading in lumber and fish. Its population is about 3,600 people.

These thirty-two cities and towns have an aggregate population of 124,084 people. The greater number of towns in Maryland, however, have a population ranging from 1,000 to 2,500 people. The five larger secondary cities, including Cumberland, Hagerstown, Frederick, Annapolis and Cambridge—ranging in the order of their size—have an aggregate population of 61,601 people, while the twelve largest urban centres—(excluding Baltimore) Salisbury, Frostburg, Crisfield, Easton, Havre de Grace, Westminster and Chestertown, show a total population of 90,238 people. These twelve cities and towns are the principal commercial centres of the State outside of Baltimore, and both in the amount of their commerce and manufactures, in the extent of their population, and

in the character of their government, they compare favorably with urban centres of like size in other States of the Union.

Agricultural Productions.

Maryland offers unusual advantages to those who wish to devote themselves to agriculture. Good farmers are in great demand. Land is cheap and can be purchased in tracts of any size from an acre upwards. Every year the farming of the State is becoming more and more varied, and dairying, stock breeding, poultry raising, sheep raising, packing and other industries are being profitably combined with agriculture. The removal of a large part of the negro population from the country to the cities results in the partition of the large estate into smaller farms, thus affording an opportunity for immigrants and other settlers who are seeking cheap land and congenial surroundings.

The Maryland soils are famous. "There are none better in the world," say the scientists. The state has a remarkably good sequence of all the geological formations.

There are marl beds of extensive formation in all parts of Maryland. This furnishes a cheap and effective fertilizer and is adapted to nearly all crops.

Grass, wheat, oats, corn, rye, tobacco, truck and fruit are produced with more or less adaptability and with success in all parts of the State. The same is true of live stock and horses; cattle, sheep, etc., are successfully reared. These branches of industry constitute an important source of profit for farmers, since the numerous large cities of the East consume far more meat and other articles of food than can be produced in their immediate vicinity. Consequently these products bring high prices. Frederick is most famous of all the counties for its wheat and corn. Garrett and Allegany Counties are the principal coal-producing regions.

The canning of fruits and vegetables has grown to be one of the most important, as well as one of the most profitable, of our industries. The principal articles canned are peaches, peas and tomatoes, although a great variety of other fruits and vegetables are also canned. This industry has undoubtedly had a tendency to raise and to keep up the prices of these crops. All such products bring better prices now in our markets than they did before canning was resorted to, and today Maryland's canning interest is larger than that of any other State in the country, the Maryland tin can being known wherever civilization reaches.

Tobacco is extensively produced only in Southern Maryland, although it may be raised in any section of the State.

The Eastern Shore.

The Eastern Shore is uniformly level, with good roads. The proximity of the ocean and the bay greatly modifies the temperature. Creeks and larger streams are so numerous that in some parts of this section there is a water approach to a majority of the farms. In Worcester County fairly good lands can be purchased for from \$10 to \$25 per acre; and there is an abundance of it for sale, as not more than one-fourth of the land is worked by the owners.

The soil is red, derived from the disintegration of gabbro and mica lands, derived from gneiss. It is good soil for general agriculture and is adapted to wheat, grass, corn, grazing and stock feeding, and to vegetables for canning and early marketing. The average yield of wheat is from 20 to 30 bushels. Corn and tomatoes are largely cultivated for canning. Grain and the cereals are the staples.

Kent, Queen Anne's and Talbot Counties have fertile wheat and corn lands. They have a stiff yellow clay and subsoil, with about the same texture as that of the gabbro and gneiss lands. The land is level but has a good under drainage. The

fields are large, level and easy to cultivate. Wheat and corn are the staples.

Caroline County is traversed by three railroads and has the additional advantage of daily steamboat communication with Baltimore. The lands of this county are generally level, with a greater variety of soil composition than is found elsewhere on the peninsula—grading from light and sandy to the finest quality of wheat and grass lands; forty-one bushels of wheat per acre having been produced in the famous Tuckahoe district, and ninety-six bushels of excellent corn per acre elsewhere on the lighter soils of the county. Nowhere is there land more responsive to intelligent and generous treatment than is that of this county. The fruit and vegetable packing industry has assumed larger proportions in this county than in any other of the State. There are operated now at different points no less than thirty of these establishments, creating a great demand for labor of both sexes, and affording a home market for vast quantities of tomatoes, peas, beans, peaches, pears and small fruits cultivated by the farmers here.

To this county, immediately after the close of the Civil War, a flow of immigration set in from the North, Middle West and East, which established a well-defined epoch in its industrial progress. Capital and energy accompanied these immigrants; they bought farms and set a pace of improvement that served as both a contagion and inspiration—agriculturally—to the other citizens. The town of Ridgely, at that time consisting of one store, a dwelling and a station on the Delaware and Chesapeake railway, became the centre for northern settlement, with the result that today Ridgely is a flourishing town, pulsating from one end of the year to the other with the quickening spirit of business activity and enterprise, and is the largest fruit and vegetable shipping station on the Eastern Shore. At the present time many of the finest farms in all parts of this county are owned and cultivated by Northern and



LUMBER FARM IN CHARLES COUNTY



COUNTRY HOME IN CHARLES COUNTY

Western born people. There are, too, quite a number of German immigrants that have settled here and, almost without exception, they are prospering and becoming well-to-do citizens. Denton, the county seat, is a pretty town, situated at the terminus of steamboat navigation on the Choptank River and on the Queen Anne's railroad, within three hours of Baltimore City. The spirit of improvement is greatly in evidence throughout the town, which is building up at a rate that far surpasses anything in its history. The price of land ranges from \$10 to \$45 per acre. The same must be said of Preston, with a fine German church and strong congregation.

Wicomico and Worcester are more sandy, higher and lighter as a rule than Dorchester and Somerset. They are admirably adapted, as are all of the Eastern Shore counties, to the growth of small fruits and early vegetables.

General farming and stock raising are carried on in all parts of the peninsula, which is famous for its horses, cattle, sheep, hogs and poultry. The peach crop is a specialty of the Eastern Shore, averaging from 2,000,000 to 3,000,000 baskets.

On the Eastern Shore there are many thousand acres of land devoted to the raising of garden truck, such as peas, asparagus, watermelons, spinach, sweet and Irish potatoes, string beans, kale, tomatoes, cucumbers, celery, beets, etc.

In this section the strawberry crop has of late years become of permanent interest and importance. Over one hundred carloads of strawberries are shipped daily during the season from the Eastern Shore counties to the Baltimore, Philadelphia, New York and Boston markets. The value of this crop alone now exceeds the combined value of all the products of the peninsula, including pine wood, thirty years ago. The cultivation of this berry has become very profitable, ranging from \$50 to \$300 per acre.

The Eastern Shore has a great trunk railway, with connections along its entire length, called the Delaware Division of

the Pennsylvania railroad, which furnishes cheap, direct and reliable transportation to Philadelphia, New York and other Northern cities, which are the chief markets for small fruits and vegetables. The Queen Anne's railroad and the Baltimore, Chesapeake and Atlantic railway traverse the peninsula from east to west and have direct connection with Baltimore by their own steamboats.

In Talbot County, where practically all of the suitable land is under cultivation and two-thirds of it is worked by the owners, farm lands contiguous to water bring from \$40 to \$100 an acre, while those at a distance from water may be purchased at from \$30 to \$60.

Somerset County has a great deal of uncultivated land which settlers can buy on easy terms.

In Dorchester County there is a great deal of marsh land, which is devoted to grazing. Land can be bought in tracts of twenty acres and upwards at low prices and on easy terms. Cambridge, the county seat, has shipbuilding and other industries.

Cecil County needs a larger population. It has unused lands at reasonable prices. The manufactures of Cecil are important. Among the industrial establishments are rolling mills, forges, blast furnaces, paper mills, flour mills, fire brick, kaolin and pottery factories.

Southern Maryland.

The surface of Southern Maryland is somewhat higher and more broken than that of Eastern Maryland. Perhaps no part of the State offers greater opportunities or inducements to settlers than are afforded in this section. About one-third of the land in St. Mary's County, is untilled, and there is also a considerable amount of land held in large tracts uncultivated, because the owners are unable to work it to advantage. The price of much interior land is merely nominal. Some of it may

be bought for from \$4 to \$6 per acre, while land contiguous to water may be purchased for from \$10 to \$30 per acre. Along the water there are many farms containing 400 and 500 acres. Settlers desiring to locate will find plenty of land at a low figure and those who so prefer can sometimes rent on easy terms.

In Calvert County the farming lands are in really good condition, though owing to the sparseness of the population, they are improved only to a small extent. Land thickly wooded with well grown pines, poplars, hickory, oak and gum timber can be obtained at low rates, and when cleared is very productive.

Good cleared lands sell at from \$6 to \$10 per acre. The best river bottom farm lands can be bought for \$80 per acre. It is estimated that at least 30 per cent of the land in Charles County under cultivation in 1860 is now idle. The soil, however, is good and well adapted to corn, wheat, tobacco, grass and fruit, and within the last year or two a German Catholic and a Danish Lutheran colony have been established. Several Western American farmers also have bought farms in this county. It is traversed by a good railroad and the points along the Potomac River are connected by steamboat lines with Washington and Baltimore. Good large farms, with fair buildings and not over twenty miles by a good road from Washington, have been sold to Westerners at the rate of \$10 per acre; but the price of land shows a tendency to rise somewhat, as a result of the influx of new settlers brought about through the efforts of this Bureau.

We have been told by Western settlers that land in Maryland is just as good as and in many places far better than that of Illinois, for instance, where land sells for \$125 per acre. The only reason why land is still cheap here is that until now but few people outside of Maryland have known that there was any land at all for sale in this State.

The Secretary of the United States Department of Agriculture, in his report of 1901, on page 47, says about Maryland:

"In St. Mary's and Calvert Counties there are eight types of soil, which differ greatly in character and agricultural value. They are suited to different crops and agricultural conditions; but this fact has never been fully realized, and it is only by realization of this and the proper adaptation of the soils to the crops that the greatest development of the country can be brought about.

"There are soils there ranging from \$3 to \$10 an acre which are in every way equal to the soils in other localities worth ten times that much, and which are profitably worked at this valuation.

"In Prince George's County a greater number of soil types was encountered and a greater variety of interest can be observed. The proximity to Washington and Baltimore markets should make it possible to introduce extensive methods, which would greatly change the agricultural conditions of the region."

Although a great number of Western and European farmers have settled in Prince George's County during the past few years, a large proportion of its total area is still untilled and every possible inducement is presented to those desiring to buy small farms.

Anne Arundel, in which is situated Annapolis, the capital of the State, has a great variety of soil. Farming is largely devoted to raising fruits and vegetables. In the northern part of the county the price of land ranges from \$50 to \$200 per acre, while in other sections it is in some cases as low as \$5 per acre. The average price is about \$30. The soil in many portions of Anne Arundel County is identical with that of the famous small fruit growing county of Cumberland, New Jersey; but the climate here is more favorable and offers special



TRAINING STABLES IN WICOMICO COUNTY



CORNFIELD IN WORCESTER COUNTY

inducements to fruit growers, while the location is such that there is a choice of excellent city markets.

Western Maryland.

The western section of Maryland, wedged in between Pennsylvania and the Virginias, is the hill country of the State, where bituminous coal gives a stimulus to industry, and where manufacturing operations, as well as prosperous farming, are carried on extensively.

The chief source of wealth in Garrett and Allegany Counties is the coal fields and mines and timber. In the former county there is also cheap land and rich soil. Sheep raising has already become an extensive and profitable industry. The maple sugar industry is also largely prosecuted, the average annual crop being about 250,000 pounds.

Allegany is chiefly a region of mining and mechanical industry. Large industrial establishments of all kinds are found here. Two-fifths of the area is woodland, which, if divided into small holdings, would afford a fine opportunity for immigrants to settle with profit.

Washington County is a limestone region. The land is rich and the wheat crop is large. Great attention is paid to the cultivation of fruit—apples, grapes, cherries, plums and peaches. Throughout the mountain region peach orchards have been established, and land which previously would not have sold for \$5 per acre has advanced to \$50 and even \$100 per acre.

In Northern and Central Maryland, or the counties of Washington, Montgomery, Frederick, Howard, Baltimore and Harford, there are generally good soils, and the land is mostly under cultivation. In Frederick County, for instance, not only is the soil rich, but the county is highly improved and splendidly cultivated. It ranks almost first among the counties of the whole United States in the production of wheat; while

the value of those products usually called "side crops" probably exceeds that of the wheat crop, which amounts to about 2,000,000 bushels a year. Dairying, poultry breeding and fruit growing give variety to the farm life. The intelligent and thrifty farmers of this part of Maryland have highly bred cattle, horses, hogs and other domestic animals.

Baltimore County is chiefly given to industries of all kinds, such as develop of themselves in the neighborhood of a large city. As to farming, it goes without saying that in a territory so close to a great metropolis there is a never-ceasing demand for farm products, so that Baltimore County farmers in the north have the advantage, as Anne Arundel producers have in the south, of a market always near at hand.

In Carroll County dairy farming and stock raising are carried on very extensively. There is not much vacant land here, and the size of the farms averages about forty acres. One of the best in Maryland.

In Harford County the soil is especially adapted to fruit and vegetable growing. Farms of from 60 to 150 acres can be purchased at reasonable prices. The products always find willing purchasers in the fruit and vegetable packing houses, of which there are 500 located in the county, and where the annual output of canned goods is, in favorable seasons, enormous. Also dairying and the raising of horses, cattle and sheep are profitable.

Howard County has throughout heavy, yellow soil and produces good crops of wheat, corn and hay. It is a good locality for thrifty and industrious farmers to select for a home, and those who settled here within the past few years are well satisfied. Land can be bought at from \$12 to \$60 per acre.

Along the Bay Shore.

There are many large tidal marshes in Maryland, as might be expected in a territory watered like this State. The cause

of their being of the richest soil to be found is that the Chesapeake Bay is a great river valley, receiving the drainage of a vast area of fertile land. Every year this drainage brings down a black sediment, which is deposited on the marsh lands and enriches the soil, making it of a quality which, with proper cultivation, cannot be surpassed in productivity. In their unreclaimed state these lands are used chiefly for grazing.

Fisheries.

The Chesapeake Bay is a great river valley; not so large as that of the Nile or the Ganges, but of enough consequence to play an important part in human affairs and to support in comfort and prosperity a population as large as that of many famous States. It receives the drainage of a vast area of fertile land, stretching over the meadows and hillsides of nearly one-third of New York, and nearly all of the great agricultural States of Pennsylvania, Maryland and Virginia.

Natural Oyster Beds.

The most valuable part of the soil of this great tract of farming land, more than forty million acres in area, ultimately finds its way to the bay, in whose quiet waters it makes a long halt on its journey to the ocean; and it is deposited all over the bay in the form of fine, light, black sediment known as oyster mud. This is just as valuable to man, and just as fit to nourish plants, as the mud which settles every year on the wheat and rice fields of Egypt.

This alluvium is, in fact, a natural fertilizer, which sustains an endless variety of microscopic plants and animals, on which the Chesapeake Bay oyster fattens and multiplies and becomes the exceptional oyster of the world for flavor and other qualities. It is estimated that for sixty-six years, that is, from 1834, when the oyster packing business was established in

Maryland, to the year 1900, upwards of 500,000,000 bushels of oysters were taken from the natural beds in the Chesapeake Bay and its tributaries for packing and shipment. Under proper restrictions and regulated oyster farming the Chesapeake oyster supply will prove an almost boundless source of wealth, comfort and prosperity to many thousands of the inhabitants of the State. The reproductive power of the oyster is most wonderful, and the young oysters attach themselves in millions to oyster shells and other refuse thrown into the water for that purpose.

At present this industry occupies more than 32,000 men, and the annual output is about 10,000,000 bushels. The excellent quality of these oysters, which are raised in the Chesapeake Bay exclusively, assures them a rapid sale.

Shad Fisheries.

The fisheries of Maryland are not to be overlooked. Of these the most important are the shad fisheries. The government of the United States and of the State have combined to aid our citizens in the prosecution of this branch of industry, and no ignorant local sentiment has interfered with their efforts, as has been the case in other lines. The shad, by a knowledge of its nature, has become, in a certain sense, a domestic animal and is controlled by man. The fully grown shad inhabit the open ocean, but each spring they visit our shores, enter our inlets and bays and make their way up to the fresh water, where they deposit their eggs.

Crab Catching.

Next in importance to the oyster fisheries and the floating fish industry is crab catching. It employs a great many persons and adds many thousands of dollars daily, during the season, to the wealth of the community where this in-



ON THE PATUXENT RIVER IN CALVERT COUNTY



FARMHOUSE IN CAROLINE COUNTY

dustry flourishes. Crabs are caught in small boats, having in them only one or two persons. The proceeds reach the laboring classes generally. Crabs are caught either with hand nets or with nets called dredges, weighed down with iron, which are held by rope thrown over the sides of the little craft.

Crabs are shipped alive to Chicago, Duluth, Minneapolis, Denver and, we have been informed, to Portland, Oregon, arriving in good condition. It is necessary that the soft crab should reach its destination alive; it is then healthy and wholesome. If dead but a short time it is still edible, but if a long time dead, the crab should not be eaten. The only guarantee therefore that it is fresh is to have it alive.

* Crisfield is the largest crab fishing station in the world, and a great deal of money changes hands at that place during the season for crabs. A large number of firms are engaged in the business, and one firm will ship from one to two thousand dozens of soft crabs a day.

Big Fish in the Chesapeake.

The sturgeon, from which caviare is made, abounds in the Chesapeake Bay. It is a large fish, weighing sometimes from 50 to 200 pounds or more. The drum fish is also plentiful; it weighs from 25 to 75 pounds and is of fine flavor. The sheepshead, so called from the resemblance that its teeth bear to those of a sheep, is one of the finest fish to be found anywhere in the world. It is quite large, weighing from 2 to 15 pounds, and of the most delicate flavor and texture.

Coal and Iron.

Coal is found in large quantities in Western Maryland and has been extensively and profitably mined ever since the beginning of the century. The George's Creek Coal and Iron Company is the oldest corporation of the kind in the State,

and still remains independent and prosperous. The Consolidated Coal Company has a capital of \$5,000,000 and is now actively employed in developing its many productive mines. The shipments from this region will aggregate from 4,000,000 to 5,000,000 tons annually. The coal is bituminous and of the best quality shipped to the sea coast.

Maryland has been a producer and exporter of iron since the beginning of the eighteenth century. Indeed, as far back as 1648 mention is made of the fact that pig iron was being produced in the Province at 12 per ton, and in 1681 a duty was placed on iron exported from the Province.

The Maryland Steel Company, at Sparrows Point, is largely engaged in rolling steel rails and in the manufacture of plates, bridges, ships, etc.

Copper Mines.

Copper is also found in the State in no inconsiderable quantities. There are three veins of this ore. This first is in the Linganore Hills and consists of the New London and the Dollyhide. The second is about twenty miles east of these. The mines are the Springfield, near Sykesville; the Mineral Hill, about five miles northeast of the Springfield; and the Patapsco, near Finksburg. Five miles to the northeast is the third deposit in the Bare Hills, near Mt. Washington. These two, while not running now, have considerable promise of ore; but the low price of copper, the smallness of production and the cost of equipment with modern machinery have for years prevented them from being worked. Chrome ore is also found in the Bare Hills and chrome has been for years successfully produced. Gold has long been found, principally in Montgomery County, but not in profitable quantities.

Building Stones.

An exceedingly valuable granite is found in Maryland, chiefly along the Susquehanna River, near Port Deposit. A fine quality of granite is found near Woodstock, in Baltimore County. Fully three-fourths of the material for the fine granite work in Baltimore has been procured from this quarry, while in Washington it has been extensively used in the Capitol, the Patent Office, the Post Office and the new Congressional Library.

Sandstone, admirably adapted to building purposes, is found abundantly. A bed of Seneca red sandstone enters Maryland from Pennsylvania between Emmitsburg and Union Bridge, extending towards Point of Rocks. Another area occupies the southwest part of Montgomery County, on the Chesapeake and Ohio Canal. Extensive quarries are situated at the mouth of Seneca Creek in Montgomery County on the Chesapeake and Ohio Canal. This stone is a favorite with builders. It is strong and durable, easily worked and beautifully colored. When first quarried it is comparatively soft and susceptible of very delicate carving, but soon hardens on exposure. The Smithsonian Buildings in Washington are built of this stone.

Roofing slate is found in the famous Peach Bottom region in Harford County, of fine quality and in large quantities. It is also found near Ijamsville, Frederick County.

The marbles of Maryland are famous among the building stones of the United States, and justly so. The finest are found in Baltimore County, along the belt extending from Lake Roland to Cockeysville, which is traversed by the Northern Central Railroad. Marble is extensively quarried at Texas and to the north of Cockeysville. The marble in the Washington Monument in Baltimore came from the Beaver Dam quarries in this section. The United States government tests show that for durability and strength it is unequaled. It is used extensively in Washington, Baltimore and Philadelphia;

163,734 cubic feet of it are in the Washington Monument in Washington, D. C. The Metropolitan Club, New York City, contains 40,000 cubic feet. The Peabody Institute, City Hall and Maryland Club House in Baltimore are constructed of this stone.

Decorative stones of great beauty and value for building purposes are also found in Maryland. Some of these are found in Wakefield Valley, near Westminster, and near New Windsor and Union Bridge. We should not omit to mention the calico rock or Potomac marble, found near Washington Junction, in Frederick County.

Cement of fine quality is manufactured at Cumberland, at Hancock, Sharpsburg and other places in Washington County.

Clay of the best quality for brick making is found in many localities and is highly prized for building purposes. Fire brick clay is also abundant, as well as that employed in making pottery, etc.

Industry.

While the rural districts of Maryland have predominantly an agricultural population, the State is by no means behind others in regard to manufacturing and other industrial enterprises. According to the census of 1900, 149,069 persons, or 12½ per cent. of the total population, are engaged in manufacturing. In Baltimore City and the different counties of the State there are 9,880 manufacturing establishments, with a total working capital of \$163,422,260.



LARGE FARM ON THE EASTERN SHORE



TOBACCO IN MARYLAND

The following table shows how these are distributed through the State:

Counties.	No. Fac- tories.	Working Capital.
The whole State.....	9,880	\$163,422,260
Allegany	250	6,375,175
Anne Arundel.....	124	3,012,756
Baltimore City.....	6,361	117,869,175
Baltimore	333	16,812,468
Calvert	35	77,721
Caroline	118	395,577
Carroll	300	1,672,197
Cecil	150	1,681,081
Charles	40	103,730
Dorchester	132	807,845
Frederick	353	2,386,538
Garrett	110	1,216,655
Harford	295	2,001,749
Howard	82	1,196,441
Kent	77	505,151
Montgomery	131	273,805
Prince George's.....	57	467,471
Queen Anne's.....	75	227,692
St. Mary's.....	8	80,162
Somerset	93	475,641
Talbot	114	604,621
Washington	376	3,107,123
Wicomico	165	1,503,231
Worcester	101	568,255

No other State in the Union possesses such an extensive system of natural waterways, ship canals, good country roads and numerous railway and electric roads as Maryland. In all parts of the State the settler has two or three modes of transportation at his command, and, as the freights are very low, the products of the soil can be transported at a nominal cost to the great markets of Baltimore, Washington, Wilmington, Philadelphia, New York and Boston, which can be reached in from two to eight hours.

The steamers of the North German Lloyd maintain a regular weekly service between Baltimore and Bremen, and large piers are now being built and arrangements for similar service are being made by the Baltimore and Ohio Railroad Company with several other foreign steamship lines.

Conclusion.

The intending settler in Maryland has the choice between mountainous, hilly and flat land; and likewise between broken and unbroken land, while the prices vary according to its condition and the improvements made. There is no homestead land in the State of Maryland.

For those who wish to avoid the hard work of breaking woodlands, the Eastern Shore and Western Shore offer abundant opportunities to procure well cultivated arable land with buildings, orchards and woods, in the immediate vicinity of navigable rivers and railways, on good roads at very reasonable prices, from \$14 per acre upwards.

For settlers who are accustomed to live in mountainous regions, the western part of Maryland has land for sale at even cheaper rates.

A farmer in Maryland can, on a farm of from 40 to 60 acres make a better living than in the Western and Northwestern States on a 200 acre farm. Therefore we can conscientiously advise both capitalists and small farmers or families who want to possess a little estate of their own and devote themselves to agricultural pursuits, to come to Maryland and establish their home here.

The man who possesses a few thousand dollars to purchase a farm in Maryland and pay cash for it is at once assured of a good future. But also a less favored settler, if he possesses only from \$400 to \$800, can have a good start in Maryland and by dint of industry and economy can attain independence and prosperity.

A fact worth remembering is that families of immigrants when travelling to the Western, Northwestern and Southern States of America, have to spend from \$150 to \$200 for railroad tickets from New York to their destination; by going to Maryland they can save all that money and invest it in land.

The following tables, taken from the last census of the United States, may be of interest to settlers:

Maryland.

Extreme width of State from east to west, miles.....	240
Extreme length of State from north to south, miles.....	125
Total area of State, square miles.....	12,210
Land surface of State, square miles.....	9,860
Water surface of State, square miles.....	2,350
Average number of persons to the square mile.....	120
Incorporated villages, towns and cities in Maryland.....	98

State Educational Facilities.

Number of schools in counties of Maryland.....	2,357
Number of schools in Baltimore City.....	176
Number of normal schools.....	2
Schools for the deaf and dumb.....	2
Maryland School for the Blind.....	1
High schools in the counties.....	51
Manual training schools in counties.....	17

STATISTICS—COUNTIES AND COUNTY SEATS.

Counties.	County Seats.	Population 1900.	Area in Square Miles.	Assessed Value of Property for State Taxes.	Tax Rate on Each \$100 Worth of Property 1908.	Value of Farm Land Per Acre.	Wages Paid Ordinary Farm Hands Per Month.
Allegany.....	Cumberland.....	53,694	442	\$19,257,878	\$1 00	\$15 to \$ 50	\$ 8 to \$12
Anne Arundel....	Annapolis.....	40,018	425	12,476,303	70	10 to 100	8 to 12
Baltimore Co.....	Towson.....	90,755	656	92,504,841	72	20 to 250	10 to 18
Calvert.....	Prince Frederick.	10,223	222	2,366,953	90	5 to 25	8 to 12
Caroline.....	Denton.....	16,248	320	5,393,571	1 05	10 to 60	10 to 15
Carroll.....	Westminster.....	33,860	437	17,021,949	60	10 to 100	10 to 15
Cecil.....	Elkton.....	24,662	360	11,487,499	1 06	10 to 60	10 to 15
Charles.....	La Plata.....	18,316	451	3,677,424	1 00	7 to 50	8 to 12
Dorchester.....	Cambridge.....	27,962	608	7,093,800	1 29	15 to 50	8 to 15
Frederick.....	Frederick.....	51,920	662	21,063,766	88	15 to 150	10 to 18
Garrett.....	Oakland.....	17,701	660	7,540,039	93	12 to 50	8 to 15
Harford.....	Belair.....	28,269	388	13,037,598	95	10 to 75	10 to 15
Howard.....	Ellicott City.....	16,715	240	9,594,235	85	15 to 100	10 to 18
Kent.....	Chestertown.....	18,786	281	8,372,949	1 12	18 to 100	10 to 15
Montgomery.....	Rockville.....	30,451	490	13,869,690	92	10 to 100	10 to 15
Prince George's....	Upper Marlboro....	29,898	482	11,689,984	96	10 to 150	10 to 15
Queen Anne's.....	Centreville.....	18,364	376	8,652,907	80	20 to 100	10 to 18
St. Mary's.....	Leonardtown.....	18,136	372	3,338,883	72	5 to 30	8 to 12
Somerset.....	Princess Anne.....	25,923	362	5,155,551	1 09	15 to 50	10 to 14
Talbot.....	Easton.....	20,342	286	8,747,475	85	25 to 100	10 to 18
Washington.....	Hagerstown.....	45,133	458	20,774,420	68	25 to 150	10 to 20
Wicomico.....	Salisbury.....	22,852	365	6,258,159	84	15 to 60	10 to 14
Worcester.....	Snow Hill.....	20,865	487	5,305,015	93	16 to 60	10 to 15



AN OLDTIMER IN HARFORD COUNTY



HAPPY HOME IN KENT COUNTY

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How to Reach Maryland.

The North German Lloyd maintains a regular weekly service between Baltimore and Bremen. For those immigrants who land at New York the railway trip from there to Baltimore (by either the Pennsylvania or the Baltimore and Ohio Railroad) lasts only a few hours and is so inexpensive that it does not enter into the account.

Settlers from the Western States come via either St. Louis or Chicago. The best route from the eastern provinces of Canada is via Buffalo, N. Y.

The following table gives the distance and approximate rate to Baltimore from various important cities :

	<i>Miles.</i>	<i>1st Class.</i>	<i>2d Class.</i>
Atlanta, Ga.....	688	\$18 70	.....
Birmingham, Ala.....	802	22 25	.....
Bismarek, N. D.....	1,657	41 70	.....
Boston, Mass.....	418	10 30	.....
Buffalo, N. Y.....	402	10 00	.....
Charleston, S. C.....	551	17 05	.....
Cheyenne, Wyo.....	1,811	44 75	\$42 50
Chicago, Ill.....	802	17 50	15 00
Cincinnati, O.....	593	14 00	12 00
Cleveland, O.....	474	11 00	9 00
Columbus, O.....	511	12 75	10 00
Denver, Colo.....	1,850	44 75	41 50
Des Moines, Ia.....	1,158	27 65	24 50
Detroit, Mich.....	653	14 25	13 30
Galveston, Texas.....	1,561	38 75	36 25
Helena, Mont.....	2,341	60 00	52 00
Indianapolis, Ind.....	704	16 00	13 00
Jackson, Miss.....	1,050	27 70	23 45
Jacksonville, Fla.....	807	23 85	.....
Kansas City, Mo.....	1,211	27 75	24 50
Little Rock, Ark.....	1,156	27 40	24 90
Louisville, Ky.....	703	16 00	14 45
Memphis, Tenn.....	969	24 20	21 70
Milwaukee, Wis.....	887	20 05	17 55
Montgomery, Ala.....	863	23 20	.....
Montreal, Canada.....	574	15 95	.....
New Orleans, La.....	1,150	28 70	.....
New York, N. Y.....	186	5 30	.....
Omaha, Neb.....	1,295	30 25	27 75
Ottawa, Canada.....	686	16 65	.....
Philadelphia, Pa.....	96	2 80	.....
Phoenix, Arizona.....	2,700	72 65	66 60
Pierre, S. D.....	1,575	39 05	36 55
Pittsburg, Pa.....	333	8 00	.....
Portland, Oregon.....	3,144	75 00	63 00
Quebec, Canada.....	737	17 30	.....
Raleigh, N. C.....	335	9 90	.....
Richmond, Va.....	155	4 70	.....
Salt Lake City, Utah.....	2,372	57 75	52 00
San Francisco, Cal.....	3,159	77 75	64 50
St. Louis, Mo.....	934	20 25	17 00
St. Paul, Minn.....	1,212	29 00	26 50
Toledo, Ohio.....	595	13 50	12 00
Washington, D. C.....	40	1 20	.....
Winnipeg, Canada.....	1,694	42 55	.....

We often receive requests for homeseekers' tickets, and in regard thereto, must say that we are not in a position to offer anything in that line, as the railroad companies are very much opposed to our efforts to bring people from the West to Maryland. Every farmer in the West is a good customer for the railroads, as all of his grain and cattle—in fact, everything that he has for sale—must be transported by rail to the large cities of the East. But farmers in Maryland, as they live close to markets, have to spend very little or nothing for the shipment of their produce.

The fact that the railroad companies are always willing to give reduced rates and sometimes even free tickets to such points as are distant from markets, and will do nothing for people desiring to settle in Maryland, where they are within easy reach of half a dozen giant cities, should be a good reason for a prospective settler to pay his fare to investigate this State.

In no respect is the West better than Maryland, on the contrary, as we have already stated, in many particulars our State surpasses the Western States. Here every sense finds gratification. The eye is pleased with beautiful scenery—mountains or valleys, rocks and glades, and the broad bay and beautiful rivers. The mocking bird and other sweet songsters delight our ears; while fish, game and fruits gratify the taste. The winter cold is moderated by the ocean and bay, and the summer heat is tempered by the same influence.

Sawmills abound here and timber is found everywhere in great abundance and very cheap.

To the immigrants from England, Ireland, North Germany, Holland and Belgium, who are accustomed to the flat lands of those countries, the Eastern Shore will be especially attractive; while those coming from Scotland, France, Scandinavia, Switzerland and South Germany will be pleased with the hilly land of the Western Shore. No greater variety, beauty or

excellence can be found anywhere. We can please all and we have room for all.

In Maryland suitable soil, if properly cultivated, will produce 40 bushels of wheat to the acre, and the cost, including grass seed, fertilizer, threshing, etc., is \$14.70. The returns from sale, at 70 cents per bushel, are \$28 per acre and \$2 additional for the straw.

Under highly improved cultivation, the yield of corn is 80 bushels per acre; the cost of production \$15.40; while the proceeds at 45 cents per bushel, amount to \$36, with \$7 additional for the fodder.

Land properly cultivated will yield 4,000 quarts of strawberries to an acre. The cost of production, including picking and delivery, amounts to \$185.55; the proceeds, at 7 cents a quart, to \$280, making a net profit of \$94.45 per acre.

The tomato crop is also very profitable. The young plants are set out in the spring; many do this with a machine, but two persons can easily plant seven acres in a day by hand. The plants should be placed the same distance apart as in the case of corn and cultivated in the same manner. The canning factories pay on an average \$8 per ton for tomatoes, and an acre will produce from 6 to 10 tons, according to the quality of the soil.

The demand for cereals is much greater than the supply, consequently they bring good prices at all seasons. In the neighborhood of the larger cities trucking and fruit growing are very profitably combined with poultry raising, often on farms of not more than five or ten acres.

In Maryland many farmers devote part of their time very successfully to the culture of bees, and there is nowhere a better climate for the cultivation of flowers than that of Maryland. English florists, who have settled in Baltimore County daily send to all parts of the United States and even of Canada a great many large boxes of the most beautiful roses, carnations,



A COUNTRY PLACE IN HOWARD COUNTY



STRAWBERRIES AND OYSTERS PLENTIFUL

violets and other choice flowers. These men began on a small scale and have been very prosperous.

On a farm of from 40 to 60 acres a settler can, by industry and economy, live comfortably and attain to easy circumstances, if he and his family can cultivate their own land. He can dispose of his products with little expense, as railroad, electric and steamboat lines run in all directions and freight rates are low. A farmer who lives along the water can have his own sailboat and take his products to market himself.

No fear need be felt of blighting frosts and the farm work can proceed almost all the year round. We can only add that any self-respecting and upright person coming here from another State or from abroad to settle in our midst is assured of a hearty welcome from Marylanders.





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